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VERY FINE VINTAGE.

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A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

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P.O. Box, 33, Telephone No. 12.

BIRTHS.

On the 17th July, at Swatow, the wife of LEE WATSON, J. M. Customs, of a son.

On the 18th July, at 61, Western Road, Penang, the wife of J. CHAMBERS REID, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th July, 1902.

ONE of the main difficulties in the path of the foreign student of American institutions is to formulate an opinion on the course likely to be adopted by the Senate on any particular business coming before Congress. In this particular the relations of the two Houses have undergone a conspicuous change. Time was, and not so many years ago, when the Senate, above the influence of merely party issues, and unwavering by personal motives, was looked upon as the saviour of the State against the often hasty and generally perverted legislation of the Lower Chamber. Nowadays it more frequently falls to the lot of the House to discuss with temper and judgment the high political issues brought before it; while the Senate too frequently permits itself to be taken off the track by the momentary issues of the day, to the detriment of the public service in general. The recent action of Congress has thus come to be a matter of surprise; and perhaps in no particular is this more marked than in those important issues which deal with the relations of the United States with what we call the Far East. The unexpected and capricious action of the Senate in rejecting the Oceanic Canal treaty of President McKinley, and afterwards accepting that negotiated by President Roosevelt, is a case in point; but the Panama Isthmian Canal has since its first inception been a thing of surprise, and not the least of these is the last. If there were one thing, most people thought, that would occur when the new-fangled

the interests of the Panama Canal Company came before the Senate, it was that it would be indignantly rejected. Yet there was very much to be said in favour of the proposal. In the first place the price at which it was offered, only forty million dollars, was tempting, the work had cost nearly four times the amount, and though that was no criterion of its actual value, the work had proceeded already so far that the completion had left the region of speculation and had become a matter for sober estimating. In the second place the Nicaragua scheme was altogether founded on speculative estimates; nay, it was, in view of the volcanic conditions of the country, extremely doubtful if it were even feasible. Lake Nicaragua is a sheet of water at a considerable elevation above sea level in a country which is the habitual play-ground of earthquakes: it is not a thing without precedent that lakes have been drained by the sudden opening of subterranean forces of passages for the escape of the waters above-sea level. Even a slight fissure might result in such a cataclysm. Elevated locks under the best of circumstances are unstable things, and a slight subsidence might undo the work of years. These dangers would be reduced to a minimum in the case of the Panama Canal; first, on account of the lower elevation of the contained water; and second, because the land, so far as the experience of four centuries tells, is less subject to subterranean movements.

But even laying aside these accidental circumstances, there seems little doubt that the permanent water level of the lake is undergoing a secular change, and the water is gradually assuming a lower level. Even at present the lake is reported as by no means too deep for its intended use, and further sinking would necessitate a new series of excavations. It is true that the lake offers a through route some three or four hundred miles shorter than the canal from Colon to Panama, but the time necessarily lost in surmounting the higher elevation, and the time spent in passing the more numerous locks, would more than compensate for the shortened route. Seen then from an engineering point of view, the advantages seem to be all in favour of the Panama line. The disadvantages of the shorter canal would seem to be the greater initial cost; but after all, in view of the absence of any means of making even an approximate estimate of the lake route, and the absolutely incalculable expense of making good subsequent mislaid, this may be set aside as at best an uncertain quantity. On the whole, as time often happens in the past, second thoughts are likely to be best. The world at large, however hardly it thought of the at best very questionable methods with which the early efforts of the promoters of the scheme were advanced, will very gladly see a bold scheme carried out in a manner which will afford some slight recompense for the hardships undergone by its first promoters; and would not be unwilling to see, however tardily, some justice done to the memory of Baron Lesseps.

The plea that there may be difficulties of title connected with the purchase of the Canal works is hardly worth considering where the United States are themselves the purchasers. The Government of President Roosevelt is hardly likely to admit bogus claims, and as the old Company is practically bankrupt, the governments concerned will not be exceeding the ordinary legal rights assumed daily in granting full discharges, and acknowledging the new rights conferred. It would be verging on the ridiculous were the United States to permit the Colombian Government to arrest by any overt act the completion of a work in which all the nations of the world are interested. So far as England is concerned, the adoption of one or other route has passed out of the region of politics; and any right of obstruction has by the recent treaty been formally waived. This does not, however, apply to the rights of Britishers to friendly comment, and as we are one and all anxious that the work should be brought to a speedy termination, we may be permitted to congratulate the States as well as ourselves on the recent decision of the Senate.

Three fatal cases of plague were reported during the 24 hours ended at noon yesterday. All the victims were Chinese.

The new Hongkong coinage is now in circulation, and some people are finding it hard to make the chair and rickshaw coppers understand that the subsidiary coins "b'long ploppa."

Madame Agnes Freed, the vocalist, has been giving successful concerts in Penang and the Native States, and she hopes to be able to arrange a concert in Singapore before taking her departure for India about the end of this month.

A weather notice issued from the Hongkong Observatory yesterday stated that at 10.50 a.m. the barometer had risen in East Japan and fallen elsewhere. The depression was still lying over the Yellow Sea and the west part of the Sea of Japan.

There was no man-of-war at Amoy during the week ended 19th inst.

Captain J. Kynoch, who was formerly in command of the steamer *Maunabo* and latterly chief officer of the old blue-funnel steamer *Palawan*, has taken command of the *Esmeralda*, now trading between Java, Singapore and Hongkong.

The following has appeared in the Singapore *Garrison* Orders:—"It has been decided that non-commissioned officers and men who are invalided from the service on account of loss of teeth, and who would have been made efficient soldiers had artificial teeth been supplied, shall not be entitled to pensions if they have refused such artificial teeth." The authority for this is a War Office order from home.

The Tebrau Planting Company, a Hongkong venture which operates in Johore, was lately in such a bad way through capital running out that the shareholders refused to raise any more money, says the *Straits Times*. At this point, Mr. Larkie of Johore came to the rescue by mortgaging the property, thereby enabling the company to tide over the bad times until its rubber trees come into bearing two years hence. The company's office crop proved to be a disappointment. In short, the company is clanking at rubber.

The *Pingang Gazette* understands from reliable sources that the China Mutual Steamship Company, which was much talked about lately as being bought by Americans, has recently been purchased by Mr. Alfred Holt, and was taken over by him on the first of this month. It will be run by that gentleman as the China Mutual Steamship Navigation Company for one year certain, probably for two years, after which it will be merged into the Ocean Steamship Company. The China Mutual staff in London has been disposed of and given a gratuity by Mr. Holt.

We have received Volume II of *The East of Asia Magazine*, issued from the North-China Herald office. The letterpress and illustrations are of a high order of excellence. Among the contents are "Lama Temples in Feking," by Mr. Ernst Ludwig; "The Heartless Husband" (a Chinese story), translated by Father Henningshaus; "Siam," by Dr. Frankfurter; Selections from "The Three Kingdoms," by Rev. F. L. Hawks Pott, D.D.; "Character Sketches from Chinese History," by Mr. Theodor McFadden; "Chinese Coins," by Rev. H. Hickmann; the "Three Character Classic," by Rev. A. Wilhelm; and "Seoul," by Mr. Eason Third. A German edition of the magazine is published simultaneously.

We have received from the publisher, Mr. L. Norouso, of 41, Des Vœux Road Central, the first number of a new Portuguese four-page weekly paper styled *O Patriota*. The object of the paper as stated in the leader is to promote the welfare of Macao and its inhabitants, especially the *Macaenses*. The editor states that the paper should have been published at Macao, but unfortunately the liberty of the Press is not recognised in the neighbouring Colony, hence it is published here, where the editor will have true liberty which will assist him in carrying out the mission undertaken by him. The *O Patriota* is a very neatly printed on good paper, and is highly available to the publisher. We wish our new contemporary a long and prosperous career.

THE NEW POSTMASTER.

Referring to the appointment of a new Postmaster-General for Hongkong, the *Straits Times* says:—"We hear that Mr. L. A. M. Johnston, who has acted as Postmaster-General here during the absence of Mr. Trotter, and who is now at home on leave, will come out to Hongkong as Postmaster-General in place of Commander Hastings, deceased. Mr. Johnston, whose substantive post is that of Collector of Land Revenue, has had considerable experience of postal work in this Colony. His leave expires in April next. His removal from Singapore will create a vacancy in the commission ranks of the Singapore Volunteer Artillery."

FAST RUN BY AN "EMPERESS" STEAMER.

The Canadian Pacific Railway Company's R.M.S. *Empress of China* arrived at Yokohama at 3 a.m. yesterday. Owing to the late arrival of the mails at Vancouver the vessel was four days behind time in leaving. She has, however, made up most of the time lost, having made the run from Vancouver (including the call at Victoria, B.C.) in 10 days, 18 hours. This is not a record for an "Empress" steamer but it shows what can be done when a quick passage is necessary. The *Empress of China* is due in Hongkong on the morning of Wednesday next, 30th inst., which is well within contract mail time, notwithstanding her delayed departure.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, at 4.15 p.m.

ORDER OF THE DAY.

Correspondence relative to the erection of a temporary iron latrine at Yau-mat.

AGENDA.

- Letter from the Colonial Veterinary Surgeon recommending that premises of the Dairy Farm Company at Pokfulam be declared free from infection.
- Report of the work done by the Visiting Gang during the month ending July 31st, 1902.
- Line-walking Return for the fortnight ending July 26th, 1902.
- Plan for two water-closets and one urinal in the Hongkong Hotel.
- Petition from the pig dealers requesting permission to erect two mounds, one on the beach near Cadogan Street and the other in Forbes Street.
- Mortality Statistics for the weeks ended June 29th and July 6th, 1902.

TELEGRAMS.

"DAILY PRESS" SERVICE.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 22nd July, 7.25 p.m.

UNITED STATES TRADE WITH THE PHILIPPINES.

The United States statistics show that the past year's trade with the Philippine Islands amounted to \$5,000,000, as against \$9,450,7 before the annexation took place. These figures are exclusive of military supplies.

PRINCE KOMATSU IN GERMANY.

Prince Komatsu has arrived at Essau and will visit Krupp's.

[Krupp's vast iron and steel works are the principal industrial feature of Essen, they employ about 15,000 people.—ED. D.P.]

REUTER'S SERVICE.

LONDON, 21st July.

THE KING'S HEALTH.

His Majesty King Edward is well and in good spirits.

THE SILVER KING DEAD.

Mr. John W. Mackay, the American Silver King, died in London yesterday.

LONDON, 21st July.

PLEASURE STEAMER IN COLLISION—SERIOUS LOSS OF LIFE.

A tug belonging to the Hamburg-America Line collided with a pleasure steamer on the Elbe, the latter being sunk. Sixty persons are reported to have been drowned.

THE RETURN OF TROOPS.

Ten thousand troops embarked at Durban, on their return home from South Africa, last week. THE SO-CALLED LATIN LEAGUE. Lord Cranborne in the House of Commons stated that the Government had no knowledge of any so-called Latin league between Italy, France, and Spain, for the purpose of regulating the political situation in the Mediterranean and Morocco.

THE FATAL HOUSE COLLAPSE IN YAU-MAT.

We understand that Mr. F. A. Hazeland, Police Magistrate, in his capacity as public coroner, has called for an enquiry into the collapse of houses Nos. 30 and 32, Kowloon City Road, Yau-mat, during the typhoon early in the morning of Saturday, 19th inst., when ten Chinese were killed and five slightly injured.

MR. E. H. SHARP, K.C.

Before proceeding with the business of the Supreme Court yesterday morning an appeal against a decision given in Chambers was down for hearing—the Hon. W. Meigh Gifford, Chief Justice, congratulated Mr. E. H. Sharp on his promotion to be King's Counsel, and remarked that owing to the construction of the Court here, there being no Inner and Outer Bars, it would be impossible to go through the formality of calling Mr. Sharp within the Inner Bar.

The new K.C. bowed his acknowledgments, and the business of the Court commenced.

THE HONGKONG VOLUNTEER CONTINGENT.

[FROM OUR SPECIAL CORRESPONDENT.]

R. M. S. *Tunisian*, Sunday, 22d June.

We are due to arrive in Liverpool early to-morrow morning. The last notes from my diary were up to the 12th inst.

We embarked on this steamer at 7 p.m., luggage and everything being taken on board. The Contingent are all in the fore part of the ship. They occupy 3rd class accommodation. The Volunteers are well satisfied with their quarters. The cabins take three or four, according to size. The food is fairly good.

We left Montreal at 8 a.m. on the 14th inst. We arrived at Quebec that evening, but no one was allowed on shore, as we were only half an hour there. The run down the river was very pretty. We had all sorts of weather—fine, smooth, rough, sea and cold, sun and rain, etc. This is a good sea boat.

There is a large number of passengers on board—194 first, about 250 second, and about 150 third class. We have the Canadian team for the Biele meeting, Lt. Col. Barland in command. He is very kindly presented our up in a case of whisky.

On the 17th inst. we passed a splendid iceberg. One of the officers said it was about 150 feet out of the water. It was a fine sight.

On the 18th inst. there was a concert given in the second saloon. Several Volunteers contributed, including Sgt. Wolf, Pte. Heckford, Gr. Talbot, Gr. Jenkins, Gr. Lyskam, and Cor. Hume.

We arrived at Morville, Co. Donegal, Ireland, at 3 p.m. to-day, having again at 3.15 p.m. Sir Thomas Jackson disembarked here. We and the following Hongkong people—Sir Thomas and Miss Jackson, Mr. and Mrs. Clement Palmer, and Mr. and Mrs. Thos. Skinner (L.D.S. Co. H.K.V.C.). The Volunteers are in good health and spirits; the trip seems to have done them a lot of good. Usual games, drill at 7 and 11 a.m.

RUSSIA'S CHANGING POLICY.

[FROM A SPECIAL CORRESPONDENT.]

Port Arthur, 5th June.

As no one supposes that the lease of this part of the Liaotung Peninsula for twenty-five years carried with it the slightest intention by Russia of terminating occupancy at the end of that term, it is not news to announce that work here performed could not have been more thorough if Russia had the land in fee, instead of by leasehold. A visit here dispels of certain preconceived notions that seemed well-rooted. If this place were to be reserved as a military and naval station, preparations for a new city, now well advanced, would be difficult to explain. The site of the present town will become a fortress, but the civilian town will be reached as hardly as one may, in any city, cross the boundary that separates adjacent wards, and observation at this time can hardly fail to approve a means of escape from a town altogether so unattractive as the old settlement, where the sun glares, the dust blades—except when rain chokes the highways with deep mud—and where locomotion at all seasons is so tortuous, odorous, and unclean as to madden everyone less cautious than the roystering Russians and the nervous Chinese.

The new town was laid out on modern lines. It covers two miles square and has straight, wide roads, possible exits toward the outlying areas, harbour conveniences suitable for a busy port, and house room for twice the population that could be packed into the present Port Arthur. There will be waterworks and electric lighting. Auction sales in two sections have yielded \$600,000. The cost of laying out the city and supplying it with public works will be defrayed from such sales. The design for the new city looks to develop along lines of peace, and hope expects from the civilian town more benefits to Russia than from the quartermaster's civil life is excluded within the coming year. Dally, the city which is to spring into the commercial arena, may hardly be characterized as a staking horse, but calculations would be wide of the mark which assumed that Port Arthur was to neglect everything except fortifications. Whatever the future may hold for Dally, Vladivostok, or for some seaport near the tip of Corea, this harbour must for some years be the most convenient under Russian control for railroad business, for which quick transit to the China or Japan coast may be required. It is the natural railroad terminus for passengers or freight destined for either of those countries, for while its position may not be superior to that of Dally, that condition must still be referred to a time ahead, to arrive after the expenditure of from 15,000,000 to 20,000,000 roubles.

Meanwhile the railway will run directly here, as it is doing, and Dally will be off on a branch line. Vladivostok will doubtless attract a trade of its own, for development in that region seems inevitable, but such development is also ahead, and the connection of railway links in northern Manchuria has relegated Vladivostok to an inferior place just now as a railway terminus. With the Russian bay open at both places, it probably does not much matter which of the two ports shall gather in the greater amount of business, but it may not be too much to say that if the element of nationality did not enter into railroad control, and if this port were in other than Russian hands, a start might now be made which would give any other port hereabouts a long start before it could overtake Port Arthur. Purpose to mislead need not be credited to the announcement that no goods will enter here except military supplies, for that intention may be entirely compatible with a miscellaneous commercial use for this port, while other ports are fitting themselves to attract business. Assuming that Russia is alive to trade and investment enterprises, it is not to be supposed that Russian capital will idly await the completion of railway or municipal conveniences at a time when outside energies are heading this way.

Russian advantages in transportation, in seaports, and in prestige among the natives, would probably be enough to excuse ordinarily a belated entry into business competition; but since Russia's work here has been mainly political, with strong military bias, the field now approached is untrodden, and the Russians show no disposition to waste time before familiarizing themselves with it. Hence the advantages that are obvious may be offset by those not so clearly definable, and Port Arthur seems likely to apply itself to commercial growth, even if the ultimate motive may be only to acquire tangible trade and investment possessions which later on may be passed over to ports specially devised to carry on or to control such lines of development.

Port Arthur has relied on Japan for coal, and on the United States for railway iron and supplies, flour and various provisions. These goods could not be brought overland and the meagre agricultural and mineral returns from the interior forced the port to a choice between hauls from Japan and the Pacific coast of America, and those from Odessa. Railway construction has made accessible agricultural districts and coal and iron fields in Manchuria and the outlying region.

There is one point on the railway, not far from Mukden, where native miners have brought coal in carts, a distance of fifty miles, and sold it at two dollars Mexican, or less than four shillings, per ton. It has looked unduly formality of quality for the miners rarely sorted it, but some of the best is said to rank with Cardiff coal, and all of it is marketable. Timber four feet in diameter has been brought out of the same district. Various prospectors have lately gone into the district, and reports from them, while intended for general information, bear out native tales of great mineral wealth.

From present appearances, the line will not become sufficient for military use as soon as for general travel, and the time for the latter is not definitely calculable. Thus for the present, at any rate, the road will be viewed as much better adapted to commercial than to military call, and improvement will doubtless look for a long time to satisfying a limited patronage, such as passenger travel and odd freights, rather than to providing means for the rapid transfer of bodies of troops. A

problem of some magnitude presents itself in this connection, for this port has been chosen free and plans have always contemplated a free port at Dally. That arrangement seems likely to induce trade away from China ports, where the five per cent. tariff rules. Apparently, it was thought, in the first instance, that no barrier would be raised against the transit by rail of such free goods into China. There is no sign yet of a barrier, but the device has worked scarcely at all against China, while it has enabled buyers for the territory back of Vladivostok, a high tariff port, to get goods in by Port Arthur much more cheaply than could Vladivostok merchants who brought in goods in the regular way, paying the Russian duty at Vladivostok, and finding sales impossible, except at a loss, because of the shortness of their competitors in using this place as a free port of entry. Since the government must wish to prevent embarrassment to Russian merchants from this cause, the free port plan may not work. It is, of course, desirable to favour the importation of Russian goods of all kinds. If such goods be brought by sea, charges must be so much greater than the trans-Pacific rates—and the rates across from Japan—that the goods could not compete in price with goods similar in quality from the United States and Japan. Should shipments come by rail, the cost of long haul and the confusion incident to separation of commodities, so that Siberia might escape taxation, to be imposed south of the accepted Russian boundary, would add to cost already as high as in China for many products, and higher than for others, and practically close China markets to imports and defeat the main purpose in opening the Liaotung harbours.

It has been suggested that a customs tax be imposed here and at Dally, with preferential rates for Russian goods; but such a measure would contract the market rather than expand it, and throw burdens on trade in general that could not be borne with any prospect of continued development. A safe step might prove serious detrimental results, and yet risk must attend any measure of adjustment. There is present competition for a fiscal genius in disentangling this skein. If they could, the Russians would like to eat this cake and have it too. They wish to push their business far into the North. Railway bridge and dwelling construction must consume an enormous amount of iron products and railway equipment. They hope to enjoy the proceeds from coal, iron ore, and a variety of mineral resources of this rich land, to supply the market with cotton prints and other cotton goods made in Russia, and to grow in Siberia and Manchuria wheat which may be ground in local mills.

If in these lines they may lose the way and so establish a leadership which only superior energy can wrest from them, they will do their utmost to meet with strength and skill all competition which they may encounter. To this end they encourage speculation, realizing that the contest for commercial supremacy is to be decided by financial means, and yet with less care and effort than they have given heretofore to activities employed for armed aggression and defence. They appreciate how valuable a sturdy yeomanry may be in the furtherance of their purposes. With Russians scattered in all directions, interests of that kind will have the best possible upholders.

quicker and surer way of landing men and ammunition is by sea transport.

With the railway establishment, a telegraph service has become operative which presents drawbacks of a crude order but which answers commercial requirements fairly well, and induces business at the comparatively low rates at which it carries messages—the cost per word being 10 kopecks, or five cents gold, to Manchurian points, 15 kopecks to points in Russia, 50 kopecks to London, and 98 kopecks to New York; ocean cable rates having been from here \$2.80 (Mexican) per word to London, and \$3.30 to New York. However sceptical observation may be as to the real purpose of the railway and telegraph, the creation of a fleet of twenty or more ships, for a coasting trade over a route from Shanghai to Vladivostok, touching at this and other northern ports, and at points in Japan, will hardly be charged to other than commercial account. Two ships in the fleet make 16 knots per hour, a speed not approached by any other port in the coasting trade.

Port Arthur as a town, remains as good a specimen of dirt and ramshackle dinginess as it was before the Russians occupied it. Their work on it has not been intended for the public eye, or for other than military and official information. With an attractive new city in the hollow of the sheltering hills, the old blot will disappear or be covered by the wall of a fort. That will be a distinct gain for decency whatever may await the civil port in commercial lines.

THE CORONATION NAVAL REVIEW: AS IT WAS TO BE.

[FROM OUR SPECIAL CORRESPONDENT.]

Portsmouth, 21st June. It only requires fine weather, which at present we are not having, to make the 28th a record day. The British ships have commenced to assemble at the famous old roadstead Spithead, but in other two days all the vessels will be in their allotted positions and by the 24th all the foreign vessels will have arrived. It may be interesting to note the force that will be present at Spithead on Saturday, June 21st. There will be 21 battleships, 101st class cruisers, 132nd class cruisers, 244 class cruisers, 1400, 17 torpedo boats, 32 torpedo boat destroyers, 7 torpedo boats, and 102 training ships, making a total of 113 pennants, whilst the personnel will be 29,981 officers and men. The foreign men-of-war will number 18, and taken in alphabetical order will consist of the following: Argentina, Austria, Hungary, Chili, Denmark, France, Germany, Greece, Italy, Japan, Netherlands, Norway, Portugal, Russia, Spain, Sweden, and United States, each country sending one ship except Japan, which sends three, and Portugal two, and amongst these there will be 11 admirals' flags flying.

The following naval lieutenants have been told off to the foreign warships, and will remain attached to them until the Review and the festivities connected with it have ended: J. B. Waterbury of H.M.S. *Magnificent*, to the cruiser *Montcalm* (French); B. G. Washington, of H.M.S. *Mari*, to the *ed. Norge* (Norway); G. T. C. P. Swaby, of H.M.S. *Prince George*, to the *Polyda* (Russia); J. R. Segrave, of H.M.S. *Pembroke*, to the *Don Carlos* (Spain); F. A. Portt, of H.M.S. *Ranunculus*, to the *Kaiser Friedrich III* (German); W. Henderson, of H.M.S. *Excellence*, to the *Carlo Alberto* (Italy); R. E. Williams, of H.M.S. *Pembroke*, to the Japanese *Admiral's Staff*; B. V. Brooks, of H.M.S. *Arctique*, to the *Herl of Trolle* (Danish); J. A. Ingles, of H.M.S. *Sulley*, to the *Don Carlos* (Portuguese); W. L. Williams-Mason, of H.M.S. *Doris*, to the *Carlos V* (Spain); J. L. S. Kitchens, of H.M.S. *St. George*, to the *Holland* (Dutch); R. G. Stone, of H.M.S. *Hyacinth*, to the *Panza* (Greece); M. L. Hutton, of H.M.S. *Juno*, to the *Seigneur* (Austrian); G. D. Jephson, of H.M.S. *Noble*, to the *Chacabuco* (Chili); C. L. Cambridge, of H.M.S. *Furieuse*, to the *Presidente Sarmiento* (Argentine); Captain J. E. Crowther, R.M.L.I., interpreter in Russian, has been appointed to H.M.S. *Victory* for duty during the Review, and will be attached to the Russian flagship.

Six trains conveying the Royal and distinguished guests will run from London to Portsmouth on the morning of Review day. They are due at the High Level platform, Portsmouth, at 9.55 a.m., 10.5 a.m., 10.15 a.m., 10.25 a.m., 10.45 a.m., and 11.35 a.m., and will run into the Dockyard by way of Unicorn Gate, discharging their passengers at the North Railway Jetty, where extensive platforms are being erected for that purpose.

Amongst the other events to be celebrated in Portsmouth on Coronation Day, not already announced, will be a banquet in the Drill Hall of the R. N. Barracks to 1,000 men from the foreign ships of war, with 500 British seamen and marines as hosts. At the invitation of the Mayor, all officers and men of foreign ships, in uniform, will have the free use of the electric tram cars, free admittance to the Naval and Military Exhibition, International Naval Athletic Sports on the United Service Recreation Ground on the 27th, and an open-air service on the same ground at 10 a.m. on Sunday, 29th, when the Mayor and Corporation will attend.

Particulars have now come to hand as to how the Coronation Fleet will be moved at Spithead. The Fleet will be organised in sub-divisions as shown in the following list for Review purposes, postal and other arrangements. The letter 'S' against a ship's name denotes the Senior Officer of the sub-division.

Line E.—*Magnificent* (S.), *Mars*, *Prince George*, *Majestic* (S.), *Jupiter*, *Hannibal*, *London* (S.), *Noble*, *Sulley*, *Arctique*, *Furieuse* (S.), *Doris*, *Paclous*, *Prometheus*, *St. George* (S.),

Hyacinth, *Juno*, *Minerva*, *Brilliant*, and *Rainbow*.
Line D.—*Resolution* (S.), *Trafalgar*, *Nile*, *Revenge* (S.), *Assau*, *Camperdown*, *Empress of India*, *Sons of Paris* (S.), *Blenheim*, *Collingwood* (S.), *Edinburgh*, *Devastation*, *Hero*, *Conqueror*, *Hamack*, *Immortalite*, *Orlando*, *Narcissus*, *Australia* (S.), *Galatea*.

Line C.—*Severn*, *Melanpus* (S.), *Andromache*, *Scylla*, *Retribution*, *Apollon*, *Jacques Haurard* (S.), *Spunker*, *Alaric*, *Shipjack*, *Jeda*, *Speedwell*, *Onyx* (S.), *Renard*, *Circus*, *Javan*, *Growth* per *Antelope* (S.), *Gleaner*, *Skeldrake*, *Sharpshooter*, *Seagull*, *Pentamer*, *Northampton* (S.), *Calthope*, *Cleopatra*.

Line B.—*Wizard*, *Hunter*, *Hoaty*, *Zebra*, *Syren*, *Success* (S.), *Bullfinch*, *Havock*, *Hornet*, *Swordfish*, *Porcupine*, *Sturgeon*, *Haughty*, *Ranger*, *Snapper*, *Roebuck*, *Ratcliffe* (S.), *Lyons*, *Corlew*, *Shark*, *Sparingly* (S.), *Lively*, *Viper*, *Vigilant*, *Opossum*, *Charger*, *Decoy*, *Dasher*, *Seafarer* (S.), *Martin*, *Pilot*, *Nautilus*, *Liberty*, *Wanderer*, *Dolphin*.

Line A.—*Fervent*, *Zephyr*, *Starfish*, *Ele tra*. Ships in lines D, E, F, are to be 14 cables apart; in line G, 14 cables apart; and in line B one cable; the distances of ships apart in column being reckoned from bow to bow.

There are to be eight columns of ships, with 20 vessels in the two principal lines, and 30 in the lines for smaller craft. The main lines are lettered from A to H, this A line being nearest the Portsmouth shore, and H nearest the Isle of Wight. Line A is filled by torpedo-boats and Government yachts, the latter being placed nearest Giltickier Point. Next come torpedo-boat destroyers. C line consists of second and third-class cruisers and torpedo gunboats, D and E of battleships and cruisers, and F of the 16 foreign men-of-war. After making the tour of the lines the *Victoria* and *Albert* will anchor between E and F lines, between the German and Italian men-of-war, and the King will receive the senior officers of the British and foreign warships on board the *Victoria* and *Albert*.

G, approaching the fleet, the *Victoria* and *Albert* will enter the lines between B and C, returning between C and D, and then steaming up between D and E, and after rounding the *Oden* at the eastern end of the line, proceed between E and F to the position indicated.

It has now been officially notified that all the British ships will be connected with each other by submarine telegraph cables. Each flagship will be at the head of a group of ships connected by electric cables, and each ship will connect each flagship. In the same way the fleet will be in telegraphic and telephonic communication with Horse Sand and Giltickier forts, and these in their turn will be in similar communication with the Commander-in-Chief's office, Portsmouth. The two forts will be in charge of the Chatham and Devonport signalling staff. A station boat on H.M.S. *Despatch* will be in charge of the Portsmouth signalling staff. These communications are to be maintained from June 24th until the fleet disperses.

Directions have also been given as to the saluting when the King passes in the Royal yacht. All the officers are to form a line on the poop and salute together, afterwards remaining at attention until the whole of the Royal procession has passed. Ships are also to be manned.

POLICE COURT.

Wednesday, 23rd July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

EMBEZZLEMENT BY AN EUROPEAN. Edward W. Langley, of Ireland, an assistant in the Victoria Dispensary and resident at the Cosmopolitan House, was charged with having on 14th May, 1901, and on 5th May, 1902, taken from a servant, to the Victoria Dispensary, feloniously and fraudulently embezzled and stole the two several sums of \$42.40 and \$36, received by him for his employers.

The defendant, who was formerly chief of police in Honolulu, pleaded guilty and was sentenced to six months' imprisonment with hard labour.

DANE ATTEMPT SUICIDE. John Owen, of Denmark, boatman of the sailing ship *Dynamos*, pleaded guilty to attempting to commit suicide on the ship by cutting his throat, and was sentenced to seven days' hard labour. Owen indicated a deep gash, and had to be removed to the Government Civil Hospital, from which institution a certificate was sent to his Worship affirming that the defendant was now able to appear at the Police Court.

ALLEGED ASSAULT BY A SOLDIER. A lagoon told the Bench that when he ordered Daniel Marshall, a private in the Welsh Fusiliers, whom he found sleeping after three o'clock in the morning in the vicinity of the Government office, Albert Road, to get up out of that and take himself off, Marshall rose to his feet and gave him a blow on the nose.

Marshall denied this, and as the charges were not supported by the evidence, his Worship dismissed it.

ROBBERY. Li Chuek and Chan Shui, coolies, were sentenced to three months' hard labour each for stealing \$32 and various articles of personal wear and adornment from Chan Shing, a farmer in Yunnan.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

THE KOWLOON RICKSHA COLLIE. Remarks have already appeared in this column regarding the idiosyncrasies of the Kowloon ricksha coolies, and the following is another illustration of the idiosyncrasy exhibited by them when they feel to get up out of that and take himself off. Marshall rose to his feet and gave him a blow on the nose.

LATE TELEGRAMS.

NEWS VIA CABLE.

GENERAL NEWS.

CRICKET.

London, 5th June. Cambridge beat Oxford by five wickets. Surrey beat Derbyshire by seven wickets. Gloucester beat Somerset by three wickets. Nottingham beat Leicestershire by 161 runs.

The match Australia v. Warwickshire has been abandoned owing to rain. The match Hants v. Sussex was drawn. The Players beat the Gentlemen by an innings and 68 runs.

POLO.

London, 5th July. The Polo Freebooters have won the Hurlingham Championship Cup.

6th July.

Ranelagh has won the International Polo Tournament. In the final Ranelagh beat the Spanish team by 3 goals to 2.

SANDHURST AND RUSSIFICATION.

London, 7th July. Lord Hugh Cecil urges the Sandhurst students to protest against rustication as a method of discipline.

Later.

Mr. St. John Brodriek said that he fully concurred with Lord Roberts' disciplinary measures at Sandhurst.

STREET BETTING.

London, 7th July. The report of the Committee of the House of Lords on betting has been published. They recommend that stringent legislation be adopted to suppress street betting.

"CHICAGOISING" LIVERPOOL.

London, 7th July. Americans are acquiring a great provision business at Liverpool.

SLAVER PASHA ON THE SOUDAN.

Statin Pasha, interviewed by Reuters' Vienna correspondent, says that he advocates the introduction into the Soudan of strong, but not speedy, automobiles as a substitute for railways. He favours the development of the Soudan on agricultural, not mining, lines.

THE PRINCE AND PRINCESS OF WALES.

Calcutta, 9th July. A local paper states that tentative arrangements are being made in India for the reception of T. R. H. the Prince and Princess of Wales in December.

Later.

Nothing is known at Simla of arrangements being made in India for the reception of the Prince and Princess of Wales in December. Their Royal Highnesses are not expected in India until the autumn of 1903; but nothing has been settled about their visit.

INDIAN RAILWAY OFFICIAL FOR CHINA.

Calcutta, 9th July. Mr. Wynne has definitely accepted the offer of the Peking Syndicate, and has resigned his position as Agent of the Bengal-Nagpur Railway. Mr. Beckett will officiate and will probably be confirmed.

MAILED BY A TIGRESS.

Calcutta, 9th July. Major F. T. Williams, of the 26th Madras Infantry, who was mauled by a tigress, died in Madras Hospital on Monday night.

KING'S HOSPITAL FUND.

The Maharajah of Japan has given £5,000 to the King's Hospital Fund.

THE SHIPPING COMMISSION'S OFFER.

London, 8th July. Mr. Arnold-Forster, speaking in the House of Commons, said that Mr. Piermont Mowat's offer on behalf of the Shipping Commission, to place the ships at the disposal of the Admiralty for the next fifty years, had not yet been accepted, because it will only be treated in relation to British shipping generally. It is being very carefully considered. Mr. Arnold-Forster said that he would make a general statement as soon as possible.

COTTON CRISIS.

London, 8th July. The cotton crisis in Lancashire is becoming more acute. The trade regards a heavy reduction in the output as the only solution.

THE SIAM CROWN PRINCE.

London, 8th July. The Crown Prince of Siam has arrived at Paris and has been received by President Loubet.

DUKE OF NORFOLK'S DEBARKMENT.

London, 8th July. The Duke of Norfolk's only son is dead.

CAYMAN AND TAIL ALL-BRITISH CIGAR.

London, 9th July. The *Daily Mail* announces that it is able to confirm the statement that the Cayman-Copco cable is being considered by the Eastern Telegraph Company, which will shortly decide the matter. The Cayman-Mauritius project has not yet been discussed officially.

THE GLASGOW FOOTBALL DISASTERS.

London, 10th July. Mr. Alexander McDougall, the contractor for the Ibrox Park stand at Glasgow, has been acquitted after standing his trial on a charge of homicide experts stating that the text-books are misleading and out of date.

PORTUGUESE PRINCE IN TROUBLE.

Calcutta, 11th July. The Royal Prince Francis Joseph of Braganza, two games and an adult, were reported at Southwick, on the 3rd instant, on a grave charge alleged to have been committed on the 25th ultimo. The Prince was admitted to bail.

FRENCH COUNCIL.

London, 10th July. The French Chamber and Senate have agreed upon the conversion of the three-and-a-half Renten into three per cents.

FRANCE IN SIAM.

London, 10th July. *Le Temps*, in a leading article, says that France must clearly define her action in Siam. France is free to act as she thinks expedient within her sphere, but she must devote herself to defending her position on the (P) Menam Valley, which is only possible if she possesses the confidence of the Siamese.

HENLEY REGATTA.

London, 10th July. All foreign and Colonial competitors at Henley have been defeated.

In the Diamond Sculls final Mr. Kelly beat Mr. Etherington Smith.

SOUTH AFRICAN AFFAIRS.

DEVELOPMENT SCHEMES. London, 6th July. Considerable progress has been made in the scheme of land settlement in the Transvaal and the Orange River Colony. The number of applicants is enormous. Temporary settlement is being made in urgent cases. Large schemes of irrigation are contemplated by the Imperial Government. The military railways will be constructed by the Central and South African railways. Lieutenant Colonel Sir E. Glynard has been appointed Railway Commissioner.

THE LADYSMITH TELEGRAMS.

Calcutta, 8th July. The London correspondent of the *Englishman* telegrams on the 7th inst., as follows:—General Sir Buller has published his Lady Smith telegrams. They differ materially from the version given by "The Times History of the War." The following is the *Times* History version (General Buller's) as it appears:—"Certain I cannot relieve Lady Smith for another month. Even then only by means protracted siege operations. You will burn your ciphers, destroy your gun, fire away your ammunition, make best terms possible with general besieging forces, after giving me time to fortify myself on Tugela."

SIR CHARLES WARREN'S CASE. London, 10th July. Mr. St. John Brodriek, in the House of Commons, said that there is no similarity in the cases of Sir Buller and Sir Charles Warren; and to allow a rejoinder from Sir Charles Warren would be contrary to precedent and to discipline.

THE CAPE CONSTITUTION. London, 7th July. The *Daily News*, the *Daily Chronicle*, and the *Standard* welcome Mr. Chamberlain's decision regarding the Cape Constitution. The *Times* and the *Daily Telegraph* admit misgivings on the subject. The *Morning Post* is astonished that the Government should over-ride the well-trusted judgment of Lord Milner.

Later. The mass of opinion commands Mr. Chamberlain's decision on the question of the suspension of the Constitution of the Cape Colony. The Colonial Ministers assembled in London unanimously approve. Sir Gordon Sprigg has been his return for the purpose of meeting Parliament. He is convinced that there will be a full and sufficient majority for passing the Indemnity Act.

NATIVE LABOUR AND THE RAIL. London, 7th July. The *Times* correspondent at Johannesburg states that anxiety is felt regarding the supply of native labour. There will probably be a permanent difficulty in making the supply of native labour keep pace with the growing requirements of the Rand.

EX-SOLDIERS AS MINERS. Calcutta, 8th July. The London correspondent of the *Englishman* telegrams on the 8th instant, as follows:—The *Times* publishes a telegram from Sir Johannesburg correspondent stating that, owing to an insufficient supply of native labour, it is proposed, as an experiment, to employ discharged soldiers.

A "HISTORY" BY BOTH. General Louis Botha has informed the correspondent of the *Daily Mail* that he is arranging to write an official history of the war, in conjunction with General de Wet and the other Boer leaders.

THE TERMS OF ALLEGIANCE. London, 8th July. The Earl of Onslow, the Under Secretary of State for the Colonies, has stated in the House of Lords that only those prisoners-of-war who accept the position of subjects of the King will be allowed to return to South Africa; but the British Government is willing to accept a formal declaration where there are objections to the oath of allegiance. His Lordship further said that there would certainly be a difference between foreigners and burghers under the peace terms: burghers were entitled to repatriation, but foreigners were not.

RETURNING-BOERS. Calcutta, 11th July. The London correspondent of the *Englishman*, telegraphing on the 9th instant, states that arrangements are now being made for the repatriation of the Boer prisoners abroad. It is hoped to commence sending them back almost immediately. Small district commissions with resident magistrates presiding, have been appointed to supervise the work.

THE THIRD TEST MATCH. ENGLAND BADLY BEATEN. London, 8th July. In delightful weather and with a good attendance Mr. Jessop (not out 53) and Tyldesley (not out 11) resumed their innings at Sheffield to-day. The start was disastrous. Mr. Jessop being given out leg before wicket to Trumble when he had added 3 runs to his total. A. C. MacLaren came in and played a fine innings but received little support. C. B. Fry left after scoring 4 runs, being given out leg before wicket to Trumble, whilst F. S. Jackson, after scoring 14 runs, fell a victim to Noble. Lilly had made 9 runs when Noble got his wicket, and Brund after making 9 runs was caught out by Armstrong, also off Noble's bowling. A. C. MacLaren, after playing a fine innings, was caught by Trumper off Noble's bowling, and Hirst fell to Noble for a "duck." Rhodes and Barnes had made 7 and 5 runs respectively, when Trumble bowled Barnes, and the innings, with 7 extras added, finished for 193 runs, or 143 behind. The following are the full scores and bowling analyses:—

ALL ENGLAND. Second Innings.

Abel, b Hill, b Noble 8
Mr. Jessop, lbw, b Trumble 53
Tyldesley, b Trumble 11
Mr. MacLaren, b Trumble 14
Mr. Jackson, b Noble 4
Mr. Fry, lbw, b Trumble 4
Lilly, b Noble 14
Hume, c Armstrong, b Noble 9
Hirst, b Noble 9
Rhodes, not out 7
Barnes, b Trumble 5
Extras 7

Total 193

BOWLING ANALYSIS. Second Innings.

Runs. Wickets. Average.
Noble 53 6 8.83
Trumble 49 4 12.25
Trumper 19 0
Saunders 25 0
Total 145 10

An amusing excuse for Mr. Kruger's action in retreating to Europe with two millions of money, and leaving his wife to the care of the British Army, was made at the time by an old Scotch gamekeeper in Aberdeenshire, who was a great admirer of Paul Kruger. His master told him that Kruger had fled and left Mr. Kruger behind him, adding, "Well, what do you think of Mr. Kruger now?" The gamekeeper, in a sad and sympathetic voice, replied, "Oh, sir, but many a man would be glad to do the same."

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Yokohama yesterday, at 3 a.m., and is due here on the 30th inst., a.m.

The A.L. steamer *Tirok* left Shanghai for this port yesterday.

The N.Y.K. steamer *Yamato Maru* (Australia Line) left Kobe via Shimoda and Nagasaki for this port on the 22nd inst., p.m., and is expected to arrive here on the 29th inst.

EASTMAN'S KODAKS. FILMS. AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE.

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

884

FROM MAKER TO USER.

We beg to inform you that we have established a Retail Store for the sale of the

LATEST IMPROVED SINGER SEWING MACHINES

AT No 3A, WYNDHAM STREET.

and shall be pleased to serve you when you need a FIRST-CLASS SEWING MACHINE.

We Manufacture Sewing Machines for EVERY STITCHING PROCESS FOR CLOTH OR LEATHER, Family or Manufacturers' uses.

We will employ a full Corps of Expert Operators, and Instruction will be GIVEN FREE OF CHARGE.

Machines will be sold for Cash or on Monthly Payments, and we will take your OLD MACHINE part payment for a NEW ONE.

We will at all times be prepared to Rent Machines, and special attention will be given to Repairing.

A full supply of Needles and Oil always on hand at low prices.

Permanency constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE and we are IN CHINA TO STAY.

PLEASE REMEMBER THAT THERE ARE NO GENUINE SINGER MACHINES

MADE IN GERMANY.

THE SINGER MANUFACTURING CO.

(OFFICES IN EVERY CITY IN THE WORLD.)

Hongkong, 22nd July, 1902.

1990

THE CAPTURE OF AN ARMED DHOW.

EXCITING CHASE. The *Aden* correspondent of the *Times* of India sends details on the 8th inst. of a recent capture of a dhow with munition, of war for the Mad Mullah by H.M.S. *Peregrine* which show that the affair was exciting.

Captain Peers, finding that men-of-war were useless in capturing these dhow, owing to the smugglers dropping the guns overboard when a big ship was sighted, fitted up two dhow with 8-pounder guns, and placed a crew of blue-jackets in them under the charge of a naval officer.

One of these dhow, under Lieutenant Bevan, was cruising along the Arabian Coast, when the officer observed a dhow of a suspicious appearance heading towards the African Coast. One of the Arab crew was sent aloft to wave a cloth. Observing these signs the strange dhow approached closer; but, probably observing the 8-pounder in the bow of Lieutenant Bevan's craft, she suddenly turned completely round and steered direct for the shore. The beach was then about two miles distant. Lieutenant Bevan ordered a blank charge to be fired across the "enemy's" bow to induce her to stop. Instead of complying with this polite request, the strange dhow replied with rifle shots, and half a dozen bullets flew over the British craft, one narrowly missing Lieutenant Bevan, who, with the exception of the Arab crew, was the only one exposed. Another blank charge was fired; but again the reply was rifle bullets, whereupon Lieutenant Bevan ordered a shell to be fired. Several shots took effect on the hull of the chase, until one shell cut the halyards of the sail, which clattered down on the deck. The two dhow were quickly close together, and none too soon as they were then only half a mile off the beach.

As Lieutenant Bevan's dhow steered alongside the other, a tall Arab on the poop, whose left arm was hanging loosely at his side, wounded raised his rifle with his right hand, and pointed it point blank at a petty officer who was only a few feet away. Before he could pull the trigger, however, Lieutenant Bevan brought him down with his revolver; and with his full all opposition ceased. The decks of the captured dhow presented the appearance of a shambles. The man steering had been killed by a shell which, crashed through the stern bulwark of the dhow, and almost cut him in two; while another man had his legs almost severed from his body. Crashed in the dhow were 64 rifles

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and sent by post, and not by hand. Only supplied for Cash. Telegraphic Address: Press, London, A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

MACHINERY—AGENT WANTED on commission for large British engineering firm wishing to develop engineering business, willing to take up new branches. Apply with particulars to "AGENT" Care of KITH'S ADVERTISING AGENCY, 59, George Street, Edinburgh, Scotland. [2016]

TO LET

"STRAWBERRY HILL," THE PEAK. Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 24th July, 1902. [2017]

TO LET

"GLENIFFER," KOWLOON. Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 24th July, 1902. [2018]

PUBLIC AUCTION

MR. GEO. P. LAMMERT has received instructions to Sell by Public Auction, on

TUESDAY

the 5th day of AUGUST, 1902, at 3 P.M., at his

SALES ROOMS, in Duddell Street, THE FOLLOWING

VALUABLE LEASehold PROPERTY, Situate at Victoria in the Colony of

Hongkong, viz.—

All that Piece or Parcel of Ground situate, lying, and being at Victoria in the Colony of Hongkong, registered in the Land Office as Sub-section 1 of Section A of

Island Lot 1, 25, with the Messuage and Building erected thereon and known as No. 1, Ladder Street, Area 533 square feet. Term 75 years and a further term of 924 years.

Annual Rent \$9.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER, 12, Queen's Road Central, Solicitors for the Mortgagees; or to

THE AUCTIONEER.

Hongkong, 24th July, 1902. [2019]

A NEW SENSATIONAL

SERIAL

BY

WILLIAM LE QUEUX

(AUTHOR OF "WHOSE FINEST A WIFE," "IF SINNERS EXIST THERE," "PURPLE AND FINE LINES," &c., &c.)

WILL APPEAR IN OUR COLUMNS

ON

WEDNESDAY, 30th JULY,

ENTITLED

"THE SEVEN SECRETS."

Mr. Le Queux, the popular novelist, is intimately acquainted with nearly every European country, and with the various types of European life, especially in their political and diplomatic aspects; and when it is borne in mind that his experiences give him command of very rich and varied sources of material, it need occasion no surprise that the reading and re-reading of his works is an ever-fresh delight to countless admirers.

Hongkong, 24th July, 1902. [2014]

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE.

THE Company's Steamship

"LAERTES,"

Captain Parkinson, will be despatched on

WEDNESDAY, the 30th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1902. [2015]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception of

Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded under

notice to the contrary given before 10 A.M.

TO-DAY, the 23rd inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after 3rd inst. will be subject to

rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on TUESDAY, the 26th July, at

9.30 A.M., and THURSDAY, the 27th July, at

9.30 A.M.

All Claims must reach us before the 5th

August, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 23rd July, 1902. [2013]

NEW ADVERTISEMENT

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HILGLEN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

at Kowloon, whence and/or from the wharves

delivery may be obtained.

No claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 23rd inst. will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 1st

August, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 23rd July, 1902. [2013]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,

on **TO-DAY (THURSDAY),**

the 24th JULY, 1902, at Noon, at the

HONGKONG AND KOWLOON WHARF AND

GODOWN COMPANY'S GODOWNS, KOWLOON,

FOR ACCOUNT OF THE HONORABLE

TOWNSVILLE SANDALWOOD.

(Weighing About 185 Pounds.)

Terms—Cash on delivery.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 21st July, 1902. [1983]



GOVERNMENT NOTIFICATION.

No. 409.

THE following Particulars and Condi-

tions of Sale of CROWN LAND by

PUBLIC AUCTION, to be held at the

Office of the Public Works Department,

on MONDAY, the 22nd day of JULY, 1902,

at 3 P.M., are published for general information.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 4th July, 1902. [1980]

Particulars and Conditions of the Letting by

Public Auction, to be held on

MONDAY, the 22nd day of JULY,

1902, at 3 P.M., at the Office of the Public

Works Department, by Order of His

Excellency the Officer Administering the

Government, of One Lot of Crown Land

at Bowen Road in the Colony

of Hongkong, for a term of 75 years,

with the option of renewal at a Crown Rent to

be fixed by the Surveyor of His Majesty

the King, for one further term of 75

years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Area in Acres.	Area in Square Feet.	Annual Rent.	Upset Price.
1.	N. 1/2 S. 1/2 E. 1/2 W.	1. 1/2	66,000	\$ 800	\$ 825
2.	N. 1/2 S. 1/2 E. 1/2 W.	1. 1/2	66,000	\$ 800	\$ 825

THE following Particulars and Condi-

tions of Sale of CROWN LAND by

PUBLIC AUCTION, to be held at the

Office of the Public Works Department,

on MONDAY, the 22nd day of JULY, 1902,

at 3 P.M., are published for general information.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 4th July, 1902. [1988]

Particulars and Conditions of the Letting by

Public Auction, to be held on

MONDAY, the 22nd day of JULY, 1902,

at 3 P.M., at the Office of the Public

Works Department, by Order of His

Excellency the Officer Administering the

Government, of One Lot of Crown Land

in the Colony of Hongkong, for a term of

75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Area in Acres.	Area in Square Feet.	Annual Rent.	Upset Price.
1.	N. 1/2 S. 1/2 E. 1/2 W.	1. 1/2	66,000	\$ 800	\$ 825
2.	N. 1/2 S. 1/2 E. 1/2 W.	1. 1/2	66,000	\$ 800	\$ 825

THE Undersigned has received instructions

from J. GALT, Esq., to Sell by Public

Auction,

on **TUESDAY,**

the 26th JULY, 1902, at 2 P.M., at No. 13,

KNIGHTSBRIDGE, Kowloon,

THE WHOLE OF THE

HOUSE NO. 13, KNIGHTSBRIDGE.

(Full Particulars in Catalogue.)

On view from Monday, the 22nd July.

Terms—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 22nd July, 1902. [1984]

COLD STORAGE

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Cold

Storage available at EAST POINT. Stores will

be open at 10 A.M. and 4 P.M. daily, Sundays

excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [9]

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THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

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AGENTS for the above Company, are

prepared to **ACCEPT RISKS** against

FIRE, at Current Rates.

WM. MEYERINK & CO.,

Hongkong, 3rd June, 1902. [1573]

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THE Undersigned having been appointed

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P. LEMAIRE & CO.

Hongkong, 7th February, 1901. [473]

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WM. MEYERINK & CO.,

Hongkong, 22nd July, 1902. [1427]

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ANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above

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RISKS against **FIRE** at Current

rates.

STEMSEN & CO.,

Hongkong, 20th May 1895. [27]

PHENIX FIRE OFFICE

The Undersigned are now prepared to

GRANT POLICIES OF INSURANCE

against **FIRE** at Current Rates.

DOUGLAS LARRAIK & CO.,

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [28]

NOTICE

WE have this Day been appointed

AGENTS of the MANCHESTER

ASSURANCE COMPANY, and are prepared

to **ACCEPT RISKS** at Current Rates

against **FIRE** at Current Rates.

ALEX. ROSS & CO.,

Hongkong, 1st July, 1902. [1829]

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NOTICES OF FIRMS

OSAKA SHOSHEN KAISHA.

THE Undersigned have been appointed
AGENTS for the Company in Canton.
REUTER, BROCKMANN & CO.
Hongkong, 18th July, 1902. [1975]

THE PARTNERSHIP heretofore existing
between Messrs. E. E. TOEG, H. H.
READ and A. H. S. MANNERS is this Day
Dissolved by Mutual Consent. The business
will be carried on in future under the style or
name of TOEG & READ.
TOEG, READ & MANNERS.
Hongkong, 19th July, 1902. [1995]

OUR OFFICE has this Day (21st inst.)
been REMOVED to No. 22, NEW
PRAYA CENTRAL (facing Messrs.
Douglas's Wharf).
GEORGE MCBAIN.
Hongkong, 21st July, 1902. [1991]

OREGON LUMBER.

THE Undersigned being closely connected
with the leading MILLS at PORT
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.
STEMSEN & CO.
Hongkong, 14th February, 1901. [186]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS No. 37.
DOVE ROCK BUOY ADRIFT.

NOTICE IS HEREBY GIVEN that the
DOVE ROCK WHISTLING BUOY
broke adrift from its moorings during the gale
of the 19th instant.
The Buoy will be replaced as soon as
practicable.
A. HOLZ,
Harbour Master.

Approved: SMOLLETT CAMPBELL,
Commissioner of Customs.
Custom House,
Swatow, 20th July, 1902. [2003]

[ALL RIGHTS RESERVED.]
SPORT AND ANECDOTE.

By An Old Fogey.

THE SECOND TEST MATCH.
Beginning again where I left off, I must
take up the thread of the story of the Test
Matches. Our very fickle climate was the
cause of a disappointment at Lord's. Boards
of Control may fix the hours of play from eleven
in the morning until six in the evening, but
what is the use of the regulation unless they
can bring some influence to bear upon the
deities who apparently delight in teasing the
Englishman by mere perversity. Between the
showers of the first day it was possible to play
for an hour and three-quarters, but in that time
the cricket is as good as cockfighting. You may
think the simile somewhat strange, but you may
be astonished to hear that the noble game of
summer was once used for the very purpose of
wearing the people from the cockpit. I think it
was in 1752 that the Corporation of
Sheffield decided to devote a specific sum for
the encouragement of the game of cricket, in the
hope that it would prove more attractive than
a main with fighting, blue-blooded birds. Thank
heaven, if our civilisation of to-day is but a
venerable, at any rate there is a healthy feeling
in favour of cricket as compared with cock-
fighting, even if the strife between bat and ball
may be slow and we may be subject to such
fearful fiascos as the second Test Match of this
Coronation year, when England scored 102 for
the loss of a brace of wickets, and there was
no more play.

MR. F. S. JACKSON.
Into the details of the game I do not propose
to enter, but as at Birmingham Mr. Francis
Stanley Jackson came to the rescue of England
at a critical time, and in conjunction with
MacLaren scored the whole of the runs, for the
two batsmen who fell were dismissed in the first
two overs without a run being scored, these
being none other than the Admirable Cricketer
of the day, Mr. Charles Fry, and the star of the
east, Kumar Shri Ranjitsinghji, who was
decorated with a "Mr." in front of his name
at Birmingham, and an "Esquire" after his
patronymic at Lord's, although, of course, both
are asured for a man who is a Prince of one of
the reigning houses of India. At this crisis
Mr. Stanley Jackson appeared on the scene, and
as at Birmingham was one of the main
men in extricating his side from the difficulty.
Mr. Stanley Jackson, who is a son of the Right
Hon. W. L. Jackson, the member for Leeds,
and formerly in the Cabinet, is a military man
in his style, and has all the fearlessness of a
soldier in his play. Nothing can daunt him,
and the more nerve-shaking the crisis to meet
men the stronger the appeal to this Yorkshire
gentleman who does not reckon the word fear
in his vocabulary, and who has unlimited con-
fidence allied to supreme skill. For my friends
should know that I consider Mr. Stanley Jack-
son a cricketer of supreme all-round ability,
and I may even go so far as to say that there
have been few more accomplished players in
all departments of the game. There is a
decisiveness about Jackson's methods, which is
revelating. He is virile in the extreme, and
quite the reverse of the dandy the superficial
observer might be tempted to think him if they
saw him walk to Lord's in frock coat, silk hat,
under an umbrella. But a man rises superior
to his sartorial embellishment, and Stanley
Jackson may be taken as representative of the
well-groomed English officer in muffs. But he
has the courage of a soldier, and brings this
invaluable attribute into cricket. The York-
shireman is a strong back player with any
amount of defence and great power of forcing
the ball anywhere between the bowler and
square leg and mid-on sheerly by his wrist
work. But he has in his repertoire a grand
off-drive, and a splendid square cut, so that he
can get runs all round the wicket and get them
well. I should think that Mr. Jackson is one
of the strongest back players that we have, and
is particularly effective on a slow and even
difficult wicket. But unlike most amateurs he
has taken the trouble to become an able bowler:
his medium speed off-deliveries are very de-
structive, for they nip back quickly from the
pitch and require a lot of playing. On a
wicket which at all helps him Mr. Jackson is
very awkward to keep out of the stumps, as the
Australians recently found at Leeds when he
captured four wickets in an over, and altogether

five for 12 runs in the second innings—a very
fine complement to his 4 for 30 in the first
venture. He is certainly one of the finest
bowlers the Gentlemen have had in modern
times.

HIS CRICKETING CAREER.
Francis Stanley Jackson was born at Chapel
Allerton, near Leeds, on November 21st, 1870,
and had the great advantage of an education at
Harrow and Cambridge, after which he passed
into the Army, although he is a director of the
great firm of Jacksons, Ltd. of Leeds. For two
years he has been at the front in South Africa,
although he was once invalided home. However,
it is with his cricket career that we are chiefly
concerned. Successful both at Harrow and Cam-
bridge, he made his name early in life, and it is
reported that while his father was a candidate
for Parliamentary honours, he was congratulated
on a very excellent batting performance, and his
reply was amusing, for he said:—"Oh, yes
thanks. I'll do the governor a bit of good"—a
sort of suggestion that the cricketer's popularity
of F. S. Jackson was not a matter of much
moment to himself, but was an element of im-
portance to his father who was seeking the
cuffings of the electors. I believe, too, that Mr.
W. L. Jackson had more than once to pay for the
help that his son rendered him in this way, al-
though he was quite willing to reward him with
a pound a run in such Society functions as the
University match. Mr. Stanley Jackson came
into first-class cricket in 1890, and in his fourth
season, when he was 23, he reached an aggregate
of over 1,000—to be exact 1,328—and it is
noticeable that in 1893-94 95-96-97-98 and 1899
he always had a handsome four-figure aggregate,
his best year being the last, 1899, when he was
called away to the war, for then his total was
1,847 and his average was 45.2, although he had
three before exceeded 40 runs per innings.
However, it was in 1893 that he realised Lord
Hawke's wish and his own ambition to engrave
his name amongst the roll of those cricketers
who have hit 1,000 runs and captured over 100
wickets in one season, for then he bagged 104
victims for about 15 runs apiece. He has
achieved every honour possible to a cricketer,
save he has not been to Australia, although he
has repeatedly been compelled to decline the
invitation to do so. His last match in England
prior to going to the war was for Yorkshire
against Mr. C. I. Thornton's eleven, when he
made 101 at Scarborough. When he was invalid-
ed home he assisted the Gentlemen against the
Players in an odd match at the same nervous,
and again exceeded the hundred. But returning
to first-class county cricket at the beginning of
this season he crossed the rubicon once more in
his first match against Essex. He scored 101, so
that in three successive games he compiled his
"century" at intervals spread over three years,
and this I think is one of the most remarkable
records in cricket. Altogether in eleven seasons
of first-class cricket he has hit 11,700 runs,
averaging no fewer than 34.74 per innings, while
he has also captured 618 wickets for 12,019
runs, giving him a victim for rather less than
20 runs each. This is a record which among
amateurs has, I should say, only been exceeded
by the greatest master of all—"W.G." who is
best left out of calculation in considering
cricket records.

MR. JACKSON'S WORK FOR ENGLAND.
However we set out with the intention of
referring to the deeds of Mr. Jackson against
the Australians. When he was only 23 he was
chosen for his first Test Match, and made his
debut in these trying ordeals at Lord's in July,
1898, when on a slow pitch he began with 91,
but within a month he participated in the third
and last Test against Blackham's team, and
contributed 103 runs he was run out. When
my friend Arthur Mold, the last man
arrived, Jackson was 89, but the young
Centurion, almost immediately drove a delivery
from Giffen over the boundary, amid a
loud cheer. This was truly a brilliant com-
mencement of his international campaign, but
even 103 is not his highest score against the
Australians in a Test Match, for will any of us
ever forget that in 1899 at Kensington Oval
he again attained the hundred, his figures
being 118, while Tom Hayward was responsible
for 137! Between them they established a
record for the Test Matches of 189 for the first
wicket, this being the total when Ernest Jones
bowled Jackson. It was a very memorable
performance, and I shall never forget the
glorious stand the pair made. But, despite the
obvious value of these long scores, I question

whether any one of them was equal in merit
and value to either the 53 Mr. Jackson obtained
at Birmingham in May this year or his 55 at
Lord's last week. In both matches there had
been a dreadful slump in wickets, but, while
the pitch was good at Birmingham, the turf at
Lord's was rather affected by rain and runs were
never easy to make. Of all
the matches in progress during this very wet
period set apart for the second Test, it is
noticeable that Mr. Jackson's 55 was the
highest score. Altogether in 17 completed
innings in games between England and
Australia he has made 720 runs and averaged
42, while his six efforts at Lord's give him 50
per innings, glorious figures truly, but still not
equal to the 67 for each attempt at Kensington
Oval. He has never realised expectations as
a bowler in these games, but he has achieved
quite enough for the honour of England.
Mr. W. G. Grace has hit two hundreds
for England in the Motherland, but if Mr.
Jackson can only reach that high scoring mark
once again he will attain a record among
amateurs. Only thirteen "centuries" have been
compiled for England in Tests at home, these
being distributed thus—W. G. Grace (2), F.
S. Jackson (2), Arthur Shrewsbury (2), and
Tom Hayward (2). A. G. Steel, W. W. Read,
K. S. Ranjitsinghji, William Gunn and John
Tyldesley each claiming one. Mr. Jackson is
just the kind of plucky man to build a niche
for himself.

CRANFIELD, THE BOWLER.
Somerset are evidently the team to spring
a surprise on any eleven. Last year they suc-
cessfully assumed the presumably invincible
position of Yorkshire, when they very nearly
defeated in the home and home matches. How-
ever, they soundly rated the Tykes at Leeds
last July, and this June, with about half their
team, they have beaten Lancashire at Old
Trafford by nine runs. At a dinner in London
during Whit-week Mr. Sammy Woods declared
that Somerset had often to play first-class
matches, with about five second-class players.
Such was their experience at Old Trafford, but
I fancy there were a few second-class men in
the Lancashire team. The match was confined
to two days, and on a damaged wicket the
scoring was always low, 129 being the tallest
total, and 35 by T. Anson the highest individual
score. It was a battle between bowlers, and in
this Cranfield was the star artist, for in the
first innings he secured six wickets for 61 runs,
and in the second eight for 65, or in all 14
wickets for 126 runs, which is a rich harvest
even in such a rainy season. This professional,
Beaumont Cranfield, is, if I remember aright,
a native of Bath, and has at any rate spent all
his life in the neighbourhood of the sister cities
of Bath and Bristol. A slow left-handed
bowler, Cranfield, who is also on the staff of
the M.C.C., has quite taken the place of Tyler,
and in my opinion, is a man superior bowler
to Tyler. He has a very awkward ball that
"swims" across the wicket, and often bowls a
batman off his pads, while another variety is
the ball which breaks away to the off. But he
is always an insidious, seductive bowler to whom
one feels inclined to step out and have a hit.
The result is often disaster, and in this par-
ticular match I notice that Mr. A. E. Newton
stamped four and caught three so that a bagful
of seven is by no means bad for any wicket-
keeper, and I certainly think that Newton, who
is an old Oxonian and forty years of age, is
worth his place against the Players up at
Lord's. As he also scored 32 (not out) and 20
there is no doubt that he will regard this as
one of the happiest matches of his career.

THE A.A.A. CHAMPIONSHIPS.
The arrangements are now being completed
for the annual championship meeting of the
Amateur Athletic Association, when a new
event will be instituted, namely, a 220 yards
race on a straight course. This, I expect, will
revolve itself into a standard time for
the old Sherborne boy of Burton, and E. Har-
rison Kenyon, of the Manchester Athletic Club.
The A.A.A. have not fixed a standard time for
this event, but surely they might do so. In
addition to the New Zealand athletes and Duffy,
the sprint champion, there are to be several
other Americans, so that the gathering looks
more than ever like being worthy of Coronation
year.

London, 21st June.
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20 BORE CARTRIDGES
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Gunnakow.
Hongkong, 3rd January, 1901. [15]

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Hongkong, 1st January, 1902. [105]

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Hongkong, 26th November, 1901. [39]

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GASOLINE VAPOR LAMPS—For Store,
Hotel, Street and Home Use.
The Turner Brass Works, Chicago, U.S.A.
Cable address: "Turner," Chicago.

PHOTOGRAPHIC DRY PLATES.
Lovell Dry Plate Co.,
New Rochelle, N.Y., U.S.A.

SHARPENING STONES FOR EVERYTHING THAT
HAS AN EDGED SURFACE. Scythes, Axes,
Brazing Tools, Chisels, Planes, and Car-
penter's Square and Wrench, Grain Corners
and Bar Blades. Materials of all kinds.
The Pike Mfg. Co.,
Pittsfield, N.Y., U.S.A.

"GLASS-SURFACE" FOR BELTS.
Froben's non-slipping surface that is not adherent.
Slipping is impossible, increases power, permits easy running
belts and permanently preserves them in any climate. Write
for descriptive literature.
Cling Surface Fld.,
Baffin, N.Y., U.S.A.

SHOVELS, SPADES, SCOOPS & DRAIN TOOLS.
The Wyoming Shovel Works,
Wyoming, Pa., U.S.A.

BOILERS AND RADIATORS.
For Steam and Water Heating.
Pierce, Butler & Pierce Mfg. Co., Manufacturers,
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Steel Cases and Shelving for Merchandise and
Selling for Catalogue K-1.
The Kinners Mfg. Co.,
Columbus, O., U.S.A.

TOOLS—For all workers in metal or wood.
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STEAM ENGINES—Boilers, etc.
Dealers write for prices and catalogues.
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Comstock, Mich., U.S.A.

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Especially suited to Export Trade.
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FAMILY AND TEXTILE SOAPS.
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LANTERNS—DIETZ.
R. E. Dietz Company,
Established 1840,
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JEWELERS' FINDINGS.
Brooch, Tongues, Joints, Catches, Swivels, etc.
Geo. H. Fuller & Son Co.,
Pawcett, R.I., U.S.A.
Specially Wholesale. Correspondence solicited.

RAZORS—"Suz" Safety Razor.
Kamph Bros.,
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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.	P. & O. S. N. Co.	On 2nd August, at Noon.
LONDON, via SUEZ CANAL	BENLAWERS	Brit. str.	—	Beo	Gibbs, Livingstone & Co.	On or about 31st inst.
LONDON, via SUEZ CANAL	MCNEILL	Brit. str.	—	R. Webster	McGowan Bros. & Co.	On 18th August.
LONDON, via SUEZ CANAL	UTSUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th August.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 19th August.
LONDON	ANTHONY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LIVERPOOL DIRECT	PRUTHIS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th September.
MARSEILLES & LONDON	MALAGA	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	To-morrow, at 10 A.M.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	ANNAM	Fr. str.	—	Seller	MESSAGERIES MARITIMES	On 28th inst., at 1 P.M.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	BINGO MARU	Fr. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 9th August, at Daylight.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	KIAUTSCHOU	Ger. str.	—	P. Lunschloss	MELCHERS & CO.	On 7th August, at Noon.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	SILESIA	Ger. str.	—	Bahle	HAMBURG-AMERIKA LINIE	On 30th inst.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	AMERICA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 14th August.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	C. FRED LAMIEZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 25th August.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	KALISCH	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	PRINZESS IRENE	Ger. str.	—	Frosch	HAMBURG-AMERIKA LINIE	On 8th October.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	TRIESTE	Ger. str.	—	von Breckfeld	SANDER, WIELER & CO.	On 29th inst., P.M.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	CHINA	Ger. str.	—	Moses	SANDER, WIELER & CO.	On 16th August, P.M.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	ATHOL	Brit. str.	—	Doddwell & Co., Limited	JARDINE, MATHESON & CO.	About 5th August.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	INDRANAYO	Brit. str.	—	Thompson	Gibbs, Livingstone & Co.	On 16th August.
MARSEILLES, LONDON, & ANTWERP, v. S. TOR, &c.	BENGLUR	Brit. str.	—	Thompson	Gibbs, Livingstone & Co.	On 31st inst.
NEW YORK, via SUEZ CANAL	COMET	Brit. str.	2 m.	Davis	REUTER, BROCKELMANN & CO.	Quick despatch.
NEW YORK, via SUEZ CANAL	VERONA	Ger. str.	—	Carlowitz & Co.	—	On 28th inst.
NEW YORK, via SUEZ CANAL	ASAMA	Brit. str.	—	F. F. Bement	SHAW, TOMES & CO.	On or about 15th August.
VANCOUVER, via SHANGHAI, &c.	ATLANTIC	Brit. str.	—	H. Archibald, R.N.	CANADIAN PACIFIC RAILWAY CO.	On 6th August, at Noon.
VICTORIA (B.C.) & TACOMA, via SHANGHAI, &c.	JOSE MARU	Jap. str.	—	H. Christensen	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA, via SHANGHAI, &c.	DJUK OF FIFE	Brit. str.	4 m.	J. B. Cox	DODWELL & CO., LIMITED	On 2nd August.
VICTORIA (B.C.) & TACOMA, via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 11th August.
VICTORIA (B.C.) & TACOMA, via SHANGHAI, &c.	HYADES	Brit. str.	—	Doddwell & Co., Limited	DODWELL & CO., LIMITED	On 12th September.
VICTORIA (B.C.) & TACOMA, via SHANGHAI, &c.	INDRAVELL	Brit. str.	—	Craven	PORTLAND & AMATEL S.S. CO.	On 20th inst.
AUSTRALIAN PORTS	TAIYUAN	Jap. str.	2 m.	A. E. Moses	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	Schwab	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
AUSTRALIAN PORTS	AGATHA MARU	Jap. str.	—	H. Kori	SHAW, TOMES & CO.	On 14th August, at Noon.
AUSTRALIAN PORTS	KAGOSHIMA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 1st August, at Daylight.
AUSTRALIAN PORTS	AWA MARU	Jap. str.	—	N. Trenant	NIPPON YUSEN KAISHA	On 15th August, at Daylight.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	H. Frosch	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS	NANCHANG	Brit. str.	—	Stehr	BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS	KOWLOON	Brit. str.	—	Stehr	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AUSTRALIAN PORTS	WHAMPOA	Brit. str.	—	C. F. Lockstone, R.N.	BUTTERFIELD & SWIRE	On 26th inst.
AUSTRALIAN PORTS	CANTON	Brit. str.	—	C. F. Lockstone, R.N.	P. & O. S. N. Co.	On or about 28th inst.
AUSTRALIAN PORTS	CHURAN	Brit. str.	—	C. F. Lockstone, R.N.	P. & O. S. N. Co.	On or about 1st August.
AUSTRALIAN PORTS	POLYNESIAN	Fr. str.	—	Chavaller	MESSAGERIES MARITIMES	On or about 27th inst.
AUSTRALIAN PORTS	DAIJI MARU	Jap. str.	1 m.	G. Kikano	MIYU BUREAU KAISHA	On 27th inst.
AUSTRALIAN PORTS	AMINO MARU	Jap. str.	1 m.	G. Kikano	MIYU BUREAU KAISHA	On 30th inst.
AUSTRALIAN PORTS	KIKUNA	Jap. str.	2 m.	G. Kikano	MIYU BUREAU KAISHA	To-morrow.
AUSTRALIAN PORTS	MAIZURU MARU	Jap. str.	1 m.	T. Saito	MIYU BUREAU KAISHA	On 6th August.
AUSTRALIAN PORTS	HAITAN	Brit. str.	2 m.	Rosch	DOUGLAS LAPEAK & CO.	To-morrow, at Noon.
AUSTRALIAN PORTS	KAIFONG	Brit. str.	—	G. S. Weigall	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	LOONGSANG	Brit. str.	—	G. S. Weigall	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	2 m.	Tate	MIYU BUREAU KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS	RUBI	Brit. str.	—	R. W. Almond	SHAW, TOMES & CO.	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS	KUMSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & CO.	On 29th inst., at 3 P.M.
AUSTRALIAN PORTS	PEKIN	Brit. str.	—	W. B. Palmer	P. & O. S. N. Co.	On or about 30th inst.
AUSTRALIAN PORTS	LAETES	Brit. str.	—	Parkinson	BUTTERFIELD & SWIRE	On 30th inst.

SHIPPING.

ARRIVALS.
July 22, HILLEN, British steamer, 2,500, S. Palford, New York and Manila 19th July. General—DODWELL & CO., Ltd.
July 23, ARGO, Norwegian, 375, W. M. Hertz, Tourane 20th July, General—SANDER, WIELER & CO.
July 23, BAYERN, German steamer, 3,128, H. Dieckhoff, Bremen 11th June and Singapore 18th July, Mail and General—MELCHERS & CO.
July 23, HAITAN, British str., 1,138, J. S. Rosch, Foochow 20th July, Amoy 21st and Swatow 22nd, General—DOUGLAS LAPEAK & CO.
July 23, HUX, French steamer, 705, Godinau, Haiphong 18th July, Pakhoi 19th, Hoihow 21st and Kwangchow 22nd, Rice and Sugar &c. R. H. MAYER.
July 23, KITA, British ship, 1,822, J. Hughes, New York 3rd April, Kerowee—ORDRE.
July 23, PANTON, German str., 632, H. Grandt, Amoy 21st July, General—SIEMSEN & CO.
July 3, TEIJI, German str., 750, Hansen, Ch-foo and Newchwang 17th July, Beana and Oll—JAGGER & CO.
July 23, KIKUNA, British str., from Canton.

DEPARTURES.
HMS REPUBLIC, German str., for Swatow. Headmaster British str., for Weihaiwei. KAWACHI, British str., for Swatow. NANCHANG, British str., for Canton. SAKA, Norwegian str., for Bangkok. Taro, German str., for Tientsin. TAIYUAN, British str., for Moji. WHAMPOA, British str., for Canton.

VESSELS ON THE DOCK.
22nd July.
ABERDEEN DOCK—H.M.S. WILSON, Dymally, Tientsin, Zofro, Solent, Michael Jensen, Hailan, Hanai.
COSMOPOLITAN DOCK—

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship
"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above TO-DAY, the 24th inst., at 4 P.M. This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st July, 1902. [1885]
HAMBURG-AMERIKA LINIE.
FOR SHANGHAI AND CHINKIANG.
The Company's Steamship
"KOWLOON,"
Captain Stehr, will be despatched for the above ports TO-DAY, the 24th inst., at 4 P.M. This steamer has superior accommodation for First-class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 23rd July, 1902. [2007]

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA.
The Company's well-known Steamship
"ROSETTA MARU,"
3,876 Tons,
Captain Tate, will be despatched for MANILA TO-MORROW, the 25th inst., at Noon. Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE NIPPON YUSEN KAISHA,
Agents.
Princo's Buildings, Lee Hooze Street, Hongkong, 22nd July, 1902. [18]

DOUGLAS LAPEAK & CO., LIMITED.
FOR SWATOW, AMOY AND FOOCOW.
The Company's Steamship
"HAITAN,"
Captain Rosch, will be despatched for the above ports TO-MORROW, the 25th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LAPEAK & CO.,
General Managers.
Hongkong, 23rd July, 1902. [2008]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship
"RUBI,"
Captain R. W. Almond, will be despatched for the above port on SATURDAY, the 26th inst., at 4 P.M.
Highest-class Passenger Steamers. High-powered, newest and most up-to-date on the run. All Accommodation amply provided. Electric Light and all other modern improvements. A Surgeon is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 22nd July, 1902. [1993]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROB. M. SLOMAN & CO., HAMBURG.)
FOR NEW YORK.
The full-powered Steamship
"VERONA,"
Captain Spiesen, will be despatched for the above port on MONDAY, the 28th inst.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 18th July, 1902. [1888]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL-STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
R.M.S. "ATHENIAN" Saturday, 26th July
R.M.S. "EMPERESS OF CHINA" Wednesday, 27th Aug.
R.M.S. "EMPERESS OF INDIA" Wednesday, 27th Aug.
R.M.S. "TARTAR" Wednesday, 10th Sept.
R.M.S. "EMPERESS OF JAPAN" Wednesday, 24th Sept.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and 1st Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. M. BROWN, General Agent.
(London's Agent.)

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
KASUGA MARU NAGASAKI, KOBE and YOKO Friday, 26th July, at Noon.
H. Frosch MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID Saturday, 26th July, at Daylight.
KAWACHI MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA Monday, 28th July, at 4 P.M.
Tosa MARU KOBE and YOKOHAMA Friday, 1st August, at Daylight.
YAWATA MARU SYDNEY and MELBOURNE via THURSDAY ISLAND Saturday, 2nd August, at Noon.
BINGO MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID Saturday, 9th August, at Daylight.
KAGA MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA Monday, 11th August, at 4 P.M.
AWA MARU KOBE and YOKOHAMA Friday, 15th August, at Daylight.
KAGOSHIMA MARU MOJI, KOBE, and YOKOHAMA Saturday, 16th August, at Noon.
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Princo's Building, First Floor, Cluster Road.
A. S. MIHARA, Manager. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
* KIAUTSCHOU Thursday, 28th August.
BAYERN Thursday, 28th August.
KONIG ALBERT Thursday, 4th September.
PRINZESS IRENE Thursday, 18th September.
PRINZ REGENT LUTPOLD Wednesday, 1st October.
PREUSSEN Wednesday, 15th October.
HAMBURG Wednesday, 29th October.
SACHSEN Wednesday, 12th November.
KARLSRUHE Wednesday, 26th November.
* KIAUTSCHOU Wednesday, 10th December.
KONIG ALBERT Wednesday, 24th December.
PRINZESS IRENE Wednesday, 7th Jan. 1903.
DARMSTADT Wednesday, 21st Jan. 1903.
PREUSSEN Wednesday, 4th Feb. 1903.
HAMBURG Wednesday, 18th Feb. 1903.
HAMBURG Wednesday, 4th Mar. 1903.
* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 28th day of August, 1902, at Noon, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Lunschloss, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY the 5th August, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 6th August, and Passengers will be received at the Agency's Office until Noon on WEDNESDAY, the 6th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$1. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
[5]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, URBINO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
SILESIA HAVRE and HAMBURG On 30th July. Freight and Passengers.
AMERICA (Calling at Singapore and Colombo) On 14th Aug. Freight.
C. FRED LAMIEZ HAVRE and HAMBURG On 28th Aug. Freight.
KONIGSBERG HAVRE and HAMBURG On 10th Sep. Freight and Passengers.
ANDALUSIA HAVRE and HAMBURG On 24th Sept. Freight.
PREUSSEN HAVRE and HAMBURG On 8th Oct. Freight.
Capt. Prosch (Calling at Singapore and Penang) On 8th Oct. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE
QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY

Steamer	Tons	Captain	Proposed Sailing
DURE OF FIFE	3,821	J. S. Cox	August 2nd
VICTORIA	3,502	J. Panten	August 9th
TACOMA	2,811	A. Dixon	August 23rd

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Rooms and Stewardess. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES: HONGKONG TO NEW YORK.

The Railroad travelling is second to none on the American Continent; two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen, fourteen, fifteen, sixteen, seventeen, eighteen, nineteen, twenty, twenty-one, twenty-two, twenty-three, twenty-four, twenty-five, twenty-six, twenty-seven, twenty-eight, twenty-nine, thirty, thirty-one, thirty-two, thirty-three, thirty-four, thirty-five, thirty-six, thirty-seven, thirty-eight, thirty-nine, forty, forty-one, forty-two, forty-three, forty-four, forty-five, forty-six, forty-seven, forty-eight, forty-nine, fifty, fifty-one, fifty-two, fifty-three, fifty-four, fifty-five, fifty-six, fifty-seven, fifty-eight, fifty-nine, sixty, sixty-one, sixty-two, sixty-three, sixty-four, sixty-five, sixty-six, sixty-seven, sixty-eight, sixty-nine, seventy, seventy-one, seventy-two, seventy-three, seventy-four, seventy-five, seventy-six, seventy-seven, seventy-eight, seventy-nine, eighty, eighty-one, eighty-two, eighty-three, eighty-four, eighty-five, eighty-six, eighty-seven, eighty-eight, eighty-nine, ninety, ninety-one, ninety-two, ninety-three, ninety-four, ninety-five, ninety-six, ninety-seven, ninety-eight, ninety-nine, one hundred, one hundred and one, one hundred and two, one hundred and three, one hundred and four, one hundred and five, one hundred and six, one hundred and seven, one hundred and eight, one hundred and nine, one hundred and ten, one hundred and eleven, one hundred and twelve, one hundred and thirteen, one hundred and fourteen, one hundred and fifteen, one hundred and sixteen, one hundred and seventeen, one hundred and eighteen, one hundred and nineteen, one hundred and twenty, one hundred and twenty-one, one hundred and twenty-two, one hundred and twenty-three, one hundred and twenty-four, one hundred and twenty-five, one hundred and twenty-six, one hundred and twenty-seven, one hundred and twenty-eight, one hundred and twenty-nine, one hundred and thirty, one hundred and thirty-one, one hundred and thirty-two, one hundred and thirty-three, one hundred and thirty-four, one hundred and thirty-five, one hundred and thirty-six, one hundred and thirty-seven, one hundred and thirty-eight, one hundred and thirty-nine, one hundred and forty, one hundred and forty-one, one hundred and forty-two, one hundred and forty-three, one hundred and forty-four, one hundred and forty-five, one hundred and forty-six, one hundred and forty-seven, one hundred and forty-eight, one hundred and forty-nine, one hundred and fifty, one hundred and fifty-one, one hundred and fifty-two, one hundred and fifty-three, one hundred and fifty-four, one hundred and fifty-five, one hundred and fifty-six, one hundred and fifty-seven, one hundred and fifty-eight, one hundred and fifty-nine, one hundred and sixty, one hundred and sixty-one, one hundred and sixty-two, one hundred and sixty-three, one hundred and sixty-four, one hundred and sixty-five, one hundred and sixty-six, one hundred and sixty-seven, one hundred and sixty-eight, one hundred and sixty-nine, one hundred and seventy, one hundred and seventy-one, one hundred and seventy-two, one hundred and seventy-three, one hundred and seventy-four, one hundred and seventy-five, one hundred and seventy-six, one hundred and seventy-seven, one hundred and seventy-eight, one hundred and seventy-nine, one hundred and eighty, one hundred and eighty-one, one hundred and eighty-two, one hundred and eighty-three, one hundred and eighty-four, one hundred and eighty-five, one hundred and eighty-six, one hundred and eighty-seven, one hundred and eighty-eight, one hundred and eighty-nine, one hundred and ninety, one hundred and ninety-one, one hundred and ninety-two, one hundred and ninety-three, one hundred and ninety-four, one hundred and ninety-five, one hundred and ninety-six, one hundred and ninety-seven, one hundred and ninety-eight, one hundred and ninety-nine, two hundred.

HONGKONG TO VICTORIA AND TACOMA.
The best route to the KLONDYKE GOLD FIELDS. The fastest sailing from Victoria and TACOMA to DYNA and ST. MICHAEL.
Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
D. M. BROWN, General Agent.
[19]

Hongkong, 14th July, 1902.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR MARSEILLES and (MALACCA) TO SINGAPORE, PENANG, COLOMBO, LONDON.
A. F. Street
July
SHANGHAI Canton About 25th July Freight or Passage.
SINGAPORE and (PENANG) About 30th July Freight only.
BOMBAY W. B. Palmer July Freight only.
SHANGHAI CHURAN About 1st August Freight or Passage.
LONDON, &c. VALETTA Noon, 2nd August See Special Advertisement.
* Calling at Penang and Colombo if sufficient inducement offers.
For further Particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 21st July, 1902. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
"ASAMA,"
Captain P. F. Bement, will be despatched for the above port on or about the 15th August.
To be followed by an "AFTON" on or about the 15th September.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 8th July, 1902. [1809]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to GALATHEA. Sailings from CALCUTTA for CAPE PORT every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"DARDANUS"	On 8th August.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 20th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 26th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.

FOR	HOMEWARDS.	TO SAIL.
LONDON	"ULYSSES"	On 5th August.
LONDON and ANTWERP	"TELEACHUS"	On 23rd July.
LONDON	"ANTENOR"	On 2nd September.
LONDON	"DARDANUS"	On 16th September.
LIVERPOOL Direct	"PYRRHUS"	On 20th September.

Hongkong, 15th July, 1902.

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL.
AMOI and SHANGHAI	"KIUKIANG"	On 25th July.
SHANGHAI	"WHAMPOA"	On 28th July.
TIENSIN	"NANCHANG"	On 28th July.
CEBU and ILOILO	"KAIFONG"	On 29th July.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY, MELBOURNE and		
ADELAIDE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, via SWATOW	"DAIGI MARU"	SUNDAY, 27th July.
TAMSWI, via SWATOW	"T. KITANO"	SUNDAY, 3rd August.
FOOCHOW, via SWATOW	"DAIJIN MARU"	WEDNESDAY, 30th July.
ANPING, via SWATOW	"U. OGATA"	WEDNESDAY, 30th July.
ANPING, via SWATOW	"G. SAKANO"	WEDNESDAY, 30th July.
ANPING, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 30th July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Survey, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tsimshui to land all passengers and cargo.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON

STEAMSHIP	TONS	CAPTAIN	DATE
"INDRAVELLI"	3,152	Graven	July 26, 1902
"INDRAPURA"	3,152	Hollingsworth	Aug. 14, 1902
"INDRAMA"	3,152	Hollingsworth	Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

NOTICE.
STEAM FOR BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 28th July, 1902, at 1 P.M., the Company's Steamship "ANNAM," Captain Bellier, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES, Ports of Call, WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit, through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Passengers until 3 P.M., on the 27th July. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE & BOMBAY. (In close connection with the Company's accelerated line to Trieste).

THE Company's Steamship
"TIROL,"
Captain von Brühl, will be despatched as above on TUESDAY, the 29th inst., P.M.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 22nd July, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE"
Captain Chevalier, will be despatched for the above ports on or about SUNDAY, the 27th inst.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd July, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG"
Captain E. J. Buller, will be despatched as above on TUESDAY, the 29th inst., at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd July, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersecretary.

NEXT SAILINGS.

"TAIYUAN" leaves on 28th July.
"TSINAN" " " 30th August.
"CHANGSHA" " " 2nd September.
"CHINGTUNG" " " 20th September.

Superior accommodation and Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE
AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 21st July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH, LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTE"
Captain A. G. Cabitt, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 2nd August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 21st July, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

"ATHOLL" About 5th Aug.
"LENNOX" 14th Aug.
"HEATHBURN" 21st Aug.
"RICHMOND CASTLE" 7th Sept.
"AFRIDI" 20th Sept.
"HILGLEN" 30th Sept.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 24th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"
Captain Mosca, will be despatched as above on SATURDAY, the 16th of August, P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 22nd July, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENMURRAY"
Captain R. Webster, will be despatched as above on SATURDAY, the 16th August.

For Freight, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 22nd July, 1902.

FOR NEW YORK.

THE A1, 4m. British Barque

"COMET"
Captain Davis, is now loading for the above port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 24th July, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Behav, will be despatched for the above ports on THURSDAY, the 14th August, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd July, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA, FOR

VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Sailing, 1902.

"HYADES" 3,753 12th September.
"LYRA" 4,200 4th October.
"SHAWMUT" 9,666 23rd October.
"BREMONT" 9,666 17th December.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to—
DODWELL & CO., LD.,
General Agents.

Hongkong, 21st July, 1902.

NOTICE TO CONSIGNEE

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 20th July, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAVERING" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 17th July, 1902.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersecretary on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 P.M.

Consignees of Cargo will please take notice that before delivery can be obtained they must sign the Average Bond, which is lying at the Office of the Undersecretary, and pay a deposit of 5 per cent. on the net value of their Cargo for contribution to General Average.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LD.,
Agents.

Hongkong, 20th July, 1902.

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SIFONIA,"
Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersecretary and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, the 19th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 21st July, 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW,
Agents.

Hongkong, 21st July, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SINGAPORE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.

Hongkong, 19th July, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above steamer vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex *ss. Australia*.
From Australia, ex *ss. Acadia*.
From Persian Gulf, ex *B. I. S. N.* and *B. P. S. N.* Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 17th inst.

Goods not cleared by the 24th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWITT,
Superintendent.

Hongkong, 17th July, 1902.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Nakhimoff, Russian cruiser, 9,000 tons, Capt. Vitolovsky, at Vladivostok.

Albatross, Russian gunboat, 8 guns, 1,200 h.p., Capt. Guinier, at Vladivostok.

Alouette, French cruiser, 304, Lieut. Aoun Bello, at Shanghai.

Amiral Charner, French gunboat, 450 tons, Capt. Bachme, at Saigon.

Anapoulos, American gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Rohrer, at Saigon.

Aspic French gunboat, 475 tons, 3 guns, 450 h.p., Comdr. Jourat, at Saigon.

Bengali, French gunboat, 550 tons, Lieut. Fille, at Pakhoi.

Bohr, Russian gunboat, 950 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodate.

Brooklyn, American (flagship) armoured cruiser, Captain C. C. Todd, at Manila.

Bugeat, French cruiser, 4,800 tons, 19 guns, 2,000 h.p., Capt. Lefevre, at Nagasaki.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

Chasse-marée, French cruiser, 3,800 tons, Capt. De Espinay St. Luc, at Saigon.

Comete, French gunboat, Capt. Loeal, in Gulf of Tonkin.

Decade, French gunboat, 600 tons, 6 guns, Capt. Lemoine, at Chiofo.

D'Entrecasteaux, French flagship, 3,100 tons, 14 guns, 15,500 h.p., Capt. D'Entrecasteaux, at Chiofo.

Desbarre, French cruiser, 4,000 tons, 13 guns, 8,000 h.p., Capt. De Saune, at Saigon.

Dimitri Donkoy, Russian armoured cruiser, 6,000 tons, 34 guns, 7,000 h.p., Comdr. M. van der Sekouff, at Singapore.

Diu, Portuguese gunboat, 725 tons, Capt. P. d'Almeida, at Hongkong.

Don Juan de Austria, American gunboat, Com. Bowman, at Manila.

Eclair, French gunboat, 8 guns, 2,050 h.p., Capt. Thier, at Tientsin.

Eclair, French cruiser, 4,000 tons, Capt. Adam, at Shanghai.

Farr Blomark, German flagship, Vice-Admiral Bendemann, 11,000 tons, 28 guns, Capt. Friedrick, at Yokosuka.

Gaidamak, Russian torpedo boat, 18 guns, 3,500 h.p., Capt. Serbrennoff, at Port Arthur.

Geier, German cruiser, 1,800 tons, 8 guns, Comdr. Hilbrand, at Fusan.

General Alava, American gunboat, 1,800 tons, Lieut. Comdr. W. E. Haley, at Manila.

Gromoboi, Russian battleship, 12,436 tons, 28 guns, 14,500

